2: Hickinbotham G-4, 5 (ca. 1931-ca. 1957)
1958 MM1 Aden MM1

the message was not sent through the proper channels. There is none of that nonsense. Too often are we in the West inclined to connect the Royal Air Force with destruction and death alone, bombing and rocketing and such-like punitive measures, but the tribesman in the Protectorate does not make that mistake. He is only too well aware of the other side of their work—the humane side—which is the least spectacular and seldom achieves the headlines in the daily papers in this country. The tribesman has seen the doctor arrive by air to tend the wounded and the sick, he has seen sick relatives borne off to hospital and he has seen food dropped from 'planes to the starving people in famine areas, and he does not always forget a kindness.

The most humanising and pacifying influence which any administration can exert is to encourage the construction of roads through previously inaccessible territory, and I was very keen on providing the Protectorate with as many good roads as possible, thereby following the excellent example of my predecessors and that great philanthropist Saiyid Sir Abu Bakr Al Kaff, K.B.E. who, at his own expense, to the tune of more than £1,000,000, constructed the first motor road from the Wadi Hadhramaut to Mukalla, thus linking the Wadi directly with the sea for the first time. Later, a second road was constructed farther to the east with funds provided by the Colonial Development Fund, and in the Western Protectorate the Aden-Dhala road was improved and plans made and funds earmarked to build a road from Aden to Beidha in the Yemen via Abiyan and up the great Audhali escarpment, and to improve the existing Aden-Yemen road through Lahej.

It was one thing to plan a road, to find the money for its construction and carry out the actual work, but it was quite another to ensure the safety of travellers along the new road. A lorry can carry several tons and a camel only three hundred pounds, so that one medium-sized lorry was equivalent to more than a dozen camels. Lorries average 20 miles an hour even on a bad road and can travel continuously day and night, while the camel can only manage 2½ miles an hour, and even less when heavily laden, and has to be given adequate rest. The

The new displacing the old is an inevitable process and provided it is done at a reasonable pace need not be disturbing and is often imperceptible. It is the speed of change which matters, and that is what caused the trouble in the Protectorate. In England the change from horse-drawn transport to motor transport took twenty years or more and there was ample time for readjustment. In Aden it took as many days from the time a new major road was open to motor traffic, and the unemployed camel men sat nursing their rifles and wondering how to prevent their animals and themselves from starving. It was not long before they noticed the weapon in their hands and commenced to use it to drive the lorries off the roads. The State and Political Authorities intervened before too much damage was done and negotiations resulted in agreements which restricted the use of lorries to named kinds of merchandise, and so time was gained for readjustment.

The Eastern Aden Protectorate was more affected than the Western by road development and on more than one occasion troops had to be used to persuade the camel men and their friends to be sensible and not to interfere with the lorry traffic which might have had very serious consequences. The Wadi Hadhramaut, that vast cut through the limestone plateau of the Jöl filled with palm groves and white-walled towns, peopled by the most astute and the hardest business men in the world, was subject to droughts which twice in living memory had led to famine: the reason for this had been that the whole irrigation system depended on the availability of bullocks to draw water from the shallow wells and when, during the droughts, the corn crops had failed, the animals had either to be fed on seed grain or be left to die of starvation; in the former case it meant that when the rains did come, there was no seed to sow, in the latter that there were no animals to draw water. The solution was to eliminate the dependence on bullocks and make available to farmers and date garden owners small diesel pumps with which to irrigate their land. They paid cash for the pumps if they could, or if they couldn't they put down a deposit and paid the balance in monthly instalments. A maintenance service, based on a central workshop, which had been set

1,000 live births in the 4 years 1945-48, and subsequently declined to 162 in 1949 and to 166 in 1950. As in the case of population death rates, the infant mortality statistics are exaggerated by the inclusion of immigrant deaths.

Figures for the 5 years 1946-50 indicate that deaths among children under 5 years of age accounted for 34 to 38 per cent of the total deaths. The stillbirth rate varied from 54 to 73 per 1,000 births; the maternal mortality rate, from 4 to 7 per 1,000 live births and stillbirths.

Few statistical studies have been made in the Aden protectorate. The total death and infant mortality rates are believed to be generally higher than those of the Colony, but in the absence of authentic records, inadequate data are available for measuring the actual health status of the people. Evidence obtained from the interrogation of 76 women, from 15 to 45 years of age, in Western Aden Protectorate in 1939-40[20] suggests an average infant mortality of 245 per 1,000 live births, varying from 80 to over 500 in different localities. Infancy was not accurately defined, however, and any baby breast-fed and unable to walk was classified as an infant. The mortality among children under 5 years of age was 25 to 100 per cent greater in most areas. Malnutrition and ignorance of the fundamental principles of child care are important factors contributing to the high mortality in infancy and early childhood in both the Colony and the Protectorate.

Social Economy

The economy of the Colony is based almost entirely upon shipping and trade. Not only is Aden a prominent fueling station for ocean and coastwise vessels, but it derives considerable wealth from the transshipment of goods to and from Yemen and adjacent territories, usually by means of dhows and camel caravans. The production of salt in evaporation beds along the coast surrounding Aden harbor is the only export industry. Numerous small plants have been